

No. 922.—JAPAN—INLAND SEA.

St. Vincent Channel (Shiaku Seto)—Bell Buoys Established.

The Japanese Government has given notice, dated 6th November, 1902, that bell buoys have been established to mark the undermentioned shoals in the St. Vincent Channel, or Shiaku seto, between Bingo Nada and Harima Nada:—

a. On the northern side of Oki no su, or Conqueror shoal, a bell buoy painted red, moored in a depth of 11 fathoms at low water, with Habushi iwa lighthouse bearing N. 85° W., distant 13½ cables, and the south-eastern point of Hiro sima N. 14° W.

b. On the southern side of Kawara su, a bell buoy painted black, moored in a depth of 7 fathoms at low water, with Habushi iwa lighthouse bearing N. 86° E., distant 17 cables, and the western extremity of Hiro sima N. 14° E.

Approximate position, Habushi iwa lighthouse, lat. 34° 20¾' N., long. 133° 42½' E.

[Variation 4° Westerly in 1902.]

This Notice affects the following Admiralty Charts:—Inland Sea, No. 2875; Channels between Bingo Nada and Ozuchi sima, No. 128. Also, China Sea Directory, Vol. IV, 1894, pages 384, 385.

No. 923.—UNITED STATES. ALABAMA—GULF OF MEXICO.

Mohi'e Bay Entrance—Leading Lights Altered.

The United States Government has given notice that, on December 10th, 1902, a white fixed catoptric light, elevated 50 feet above high water, would be established on a white pyramidal pile structure, erected in a depth of 3 feet of water about a cable S. 14° E. from Sand Island Lighthouse, main ship channel.

Approximate position, lat. 30° 11¼' N., long. 88° 3' W.

This light in line with Sand Island light N. 14° W. leads over the best water across the bar, and gives the line of direction of the channel which it is proposed to dredge through the bar.

On the same date the white fixed light situated about 1½ cables N. 20° W. from Sand Island Lighthouse would be discontinued.

[Variation 4° Easterly in 1902.]

This Notice affects the following Admiralty Charts:—Mississippi Sound, No. 2853; Mobile Bay, No. 2344. Also, List of Lights, Part VIII, 1902, page 200, No. 1225; West India Pilot, Vol. I, 1893, page 542; and Hydrographic Notice, No. 2 of 1896, page 40.

No. 924.—CANADA—BRITISH COLUMBIA, SEAFORTH CHANNEL.

Wellington Rock—Position of, Beacons in Channel.

The Government of the Dominion of Canada has given notice, dated 24th November, 1902, that Captain J. T. Walbran, D.G.S. "Quadra," reports the existence of a rock, now named Wellington Rock, with a depth of 18 feet over it at low-water springs, situated with the south-western Regatta Rock bearing N. 3° W., distant 6 cables, and White Stone S. 82° W.

Approximate position, lat. 52° 12½' N., long. 128° 10½' W.

This rock, on which the steamship "Wellington" struck in September, 1902, is of small extent, is not marked by kelp, and has depths of from 15 to 20 fathoms around it.

A conical wooden beacon, surmounted by a ball, elevated 25 feet above high water, the whole being painted white, has been erected on the south-westernmost of the two Regatta rocks.

A square wooden beacon, surmounted by a drum, elevated 40 feet above high water, the whole painted white, has been erected on White

Stone, situated S. 50° W., 12 cables from the beacon on Regatta Rock.

[Variation 26° Easterly in 1902.]

This Notice affects the following Admiralty Charts:—Lama Pass and Seaforth Channel, No. 2449; Kynumpt Harbour on No. 1901. Also, British Columbia Pilot, 1898, pages 413, 414.

No. 925.—CANADA, BRITISH COLUMBIA—LAMA PASSAGE.

Alert Island—Non-Existence of Rock Southward of Beacon.

The Government of the Dominion of Canada has given notice, dated 24th November, 1902, that Captain J. T. Walbran, D.G.S. "Quadra," reports that the rock marked P.D., about one cable to the southward of Alert Island, does not exist.

Approximate position, lat. 52° 7' N., long. 128° 8¾' W.

Also, that a triangular wooden beacon, 15 feet high and painted white, has been erected on White Point at the eastern entrance to Lama Passage.

Approximate position, lat. 52° 4½' N., long. 127° 59½' W.

This Notice affects the following Admiralty Chart:—Lama Passage, &c., No. 2449. Also, British Columbia Pilot, 1898, pages 410, 408.

No. 926.—FRANCE—NORTH COAST.

Havre Approach—Spoil Buoy Moored.

The French Government has given notice, dated 3rd December, 1902, that a white conical buoy, with a white cylindrical topmark, has been moored in 8 fathoms of water off Cap de la Héve to indicate the position where dredging spoil is deposited from the Port of Le Havre. It is situated with Cap de la Héve south lighthouse bearing S. 66° E., distant 14½ cables.

Approximate position, lat. 49° 31' 10" N., long. 0° 2' 5" E.

[Variation 15° Westerly in 1902.]

This Notice affects the following Admiralty Charts:—Havre to the River Durdent, No. 2146; Le Havre, No. 2990. Also, Channel Pilot, Part II, 1897, page 493.

No. 927.—SOUTH AMERICA—FRENCH GUIANA, CAYENNE APPROACH.

Grand Connétable—Lighthouse Building.

The French Government has given notice, dated 28th November, 1902, that a wooden framework lighthouse, 65 feet high, is being built on le Grand Connétable, Cayenne approach.

It is intended next year to exhibit from this structure a white flashing light, visible in clear weather from a distance of 25 miles, at an elevation of 344 feet above high water.

Approximate position, lat. 4° 49½' N., long. 51° 55½' W.

Further notice will be given when the date of exhibition is known.

This Notice affects the following Admiralty Charts:—Surinam to Cabo do Norte, No. 1802; Approaches to Cayenne, No. 534. Also, List of Lights, Part VII, 1902, page 6; Part VIII, page 256; and West India Pilot, Vol. I, 1893, page 53.

No. 928.—FRANCE, SOUTH COAST—VILLE FRANCHE BAY.

Cape Ferrat—Light Altered.

With reference to Notices to Mariners Nos. 63 and 450 of 1902:—

The French Government has given further notice, that on 20th December, 1902, the provisional white flashing light at Villefranche on